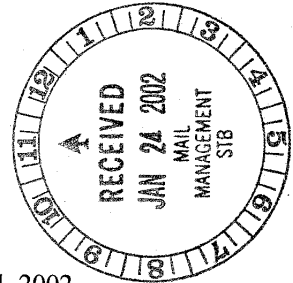


SURFACE TRANSPORTATION BOARD

Memorandum

204571



DATE: January 24, 2002

TO : Ellen Keys, Assistant Secretary
Section of Publications/Records
Office of the Secretary

FROM *[Signature]* Mel Clemens, Director
Office of Compliance and Enforcement

SUBJECT : STB FINANCE DOCKET NO. 33388 - OPERATIONAL MONITORING DATA

Attached are the original and two copies of the latest weekly public data files provided to this office by CSX and Norfolk Southern as required in the above proceeding, which are to be committed to the docket for public reference. As requested, I am providing the three paper copies to Ron Douglas, two for the docket and one for Da 2 Da Legal. If there are any questions, please don't hesitate to contact Ed Nelson at 565-1574.

Attachments

cc: Chairman Morgan
Vice Chairman Burkes
Richard Armstrong
Ron Douglas
Charles Renninger

ENTERED
Office of the Secretary

JAN 24 2002

Part of
Public Record



500 Water Street (J407)
Jacksonville, FL 32202
Phone (904) 366-4134
Fax (904) 359-1571

T. J. Stephenson
Assistant Vice President -
Service Measurements

January 23, 2002

Mr. Melvin F. Clemens, Jr.
Director, Office of Compliance and Enforcement
Surface Transportation Board
The Mercury Building
1925 K Street, NW, Suite 780
Washington, DC 20423

Dear Mr. Clemens:

Enclosed with this transmittal letter are CSX Transportation's operational monitoring reports to the Board for the week ending Friday, January 18th. Cars on-line decreased slightly from 235,946 to 235,607 cars. Train velocity remained essentially flat at 23.4 miles-per-hour following the previous week's record of 23.5 MPH. Terminal dwell improved from 25.5 to 23.4 hours.

We would offer the following observations and interpretations regarding the data CSXT provides the STB, Conrail Transaction Council, and the AAR:

Chicago Gateway Operations

The on-time-to-two-hours-late measure moved unfavorably 13 percentage points to 71%. The percent of trains greater than 6 hours late moved unfavorably 15 percentage points to 21%.

Yards and Terminals

Six of the 14 measured yards showed an improvement in dwell time compared to the prior week. Volumes remained within expected levels across the network.

Corridor Performance

Two of the six measured corridors showed an improvement last week. The best performance in the on-time-to-two-hours-late category occurred on the I - 95 corridor with 100%. Overall, the on-time-to-two-hours-late category was 83%, down four percentage points from the prior week. The greater-than-six-hours-late category was 7%, up one percentage point from the prior week.

Shared Areas

Daily average on hand cars increased at all three yards. All volumes remain within expected or observed norms for comparable periods. Overall terminal dwell time was 29.4, up from 28.7 hours for the prior week.

Additional Measurements

Train Delay Metric: For 724 train starts, weekly train delay for power totaled 30 hours and crew delay totaled 46 hours. Power delay and crew delay both increased from the prior week.

Train Crew Delay Metric: The percent of crews not departing within two hours of the on-duty time averaged 17.3% for the week, an increase from last week's 15.6%.

Daily Crew Availability Percentage: Crew Availability Percentage was 85%, improving one percentage point from the prior week.

Daily Number of Recrews Required: Of 1753 crew starts, 37 (2%) were recrews, the same percentage as the previous week.

Shared Asset Areas Train Delay Metric: SAA Train Delays averaged one train per day for North Jersey, one for South Jersey, and none for Detroit.

Locomotives: Gross Locomotives = 3842, Average Available = 3404, and Out-of-Service Ratio = 5.2%, improved from 5.5% for the previous week.

Cars Offered in Interchange: averaged 188 cars daily, 17 of which were for the Norfolk Southern. Both the NS-offered and total-offered increased slightly from the prior week.

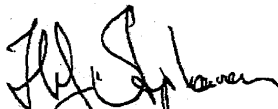
On-time performance, passenger trains through Brunswick, MD: 90% for 10 AMTRAK trains (Pittsburgh - Washington) and 97% for 100 MARC trains (West Virginia - Washington).

Buffalo Customer Service (Hot Line): the customer service center received no calls this week. Customers have not used this line for the past 38 weeks.

Last week CSXT met the goal for 13 of the 18 key first quarter service measurements. Goals were met for FRA-reportable injuries, overall train velocity, merchandise train velocity, slow order miles, crews on duty greater than 12 hours, relief crews, crew delay hours, right connection, on-time origination, on-time destination arrival, 30 hour cars, local train on-time origination, and hours of locomotive delay.

The overall performance of the rail network remains at a very high level. Operations are fluid, and CSX is able to absorb additional traffic.

Sincerely,



T. J. Stephenson
Assistant Vice President
Service Measurements

Surface Transportation Board **Performance Measures**

For the week ending: **01/18/02**

Yard Performance
 (Composite of NS/CSX Traffic)

Location	Measure	Monday 01/14/02	Tuesday 01/15/02	Wednesday 01/16/02	Thursday 01/17/02	Friday 01/18/02
Oak Island, NJ	Fluid Capacity	1200	1200	1200	1200	1200
	Cars On Hand - Loaded	394	322	365	290	318
	Cars On Hand - Empty	427	352	440	465	467
	Cars On Hand - Total	821	674	805	755	785
	Cars Handled	382	406	559	419	424
	Dwell Hours	32.4	36.9	27.0	27.7	24.9
Pavonia, NJ	Fluid Capacity	900	900	900	900	900
	Cars On Hand - Loaded	201	258	313	266	251
	Cars On Hand - Empty	213	294	379	416	422
	Cars On Hand - Total	414	552	692	682	673
	Cars Handled	225	361	574	407	448
	Dwell Hours	46.2	28.8	23.0	26.2	28.1
North Yard, MI	Fluid Capacity	850	850	850	850	850
	Cars On Hand - Loaded	122	216	192	213	209
	Cars On Hand - Empty	288	294	244	213	134
	Cars On Hand - Total	410	510	436	426	343
	Cars Handled	104	261	224	242	255
	Dwell Hours	24.1	32.0	28.8	34.5	32.0

CSX Comments: Daily average on hand cars increased at Pavonia, Oak Island, and North Yard.
 All volumes still remain within expected norms for comparable periods.

Overall terminal dwell time was 29.4, up from 28.7 hours last week.

Surface Transportation Board

Performance Measures

Train Originations

(Composite of NS/CSX Traffic)

Location	Measure	Monday 01/14/02	Tuesday 01/15/02	Wednesday 01/16/02	Thursday 01/17/02	Friday 01/18/02
North Jersey SAA	Number of Originations	3	8	7	8	7
	% Ontime	100%	63%	29%	38%	57%
	% Late 0-2 Hours	0%	38%	57%	25%	0%
	% Late 2-4 Hours	0%	0%	14%	13%	29%
	% Late 4-6 Hours	0%	0%	0%	13%	14%
South Jersey SAA	Number of Originations	1	4	3	3	3
	% Ontime	100%	75%	33%	33%	67%
	% Late 0-2 Hours	0%	25%	67%	67%	33%
	% Late 2-4 Hours	0%	0%	0%	0%	0%
	% Late 4-6 Hours	0%	0%	0%	0%	0%
Detroit SAA	Number of Originations	5	8	7	7	8
	% Ontime	60%	88%	86%	100%	88%
	% Late 0-2 Hours	40%	13%	14%	0%	13%
	% Late 2-4 Hours	0%	0%	0%	0%	0%
	% Late 4-6 Hours	0%	0%	0%	0%	0%

CSX Comments: Total road train delays were 20 trains. Crew delays were 4 trains for 3 hours;

2 trains were delayed 9 hours for power; originating trains 14 for 39 hours, due to late arrivals.

Surface Transportation Board Performance Measures

CSXT Cars Offered in Interchange but not Accepted (Snapshot at Midnight for Day Measured)

Measure	Railroad Offered To	Monday 01/14/02	Tuesday 01/15/02	Wednesday 01/16/02	Thursday 01/17/02	Friday 01/18/02	Daily Average
Cars Offered	NS	0	12	1	31	41	17
	All Other	285	221	224	39	85	171
	Total	285	233	225	70	126	188

Measures all cars in offered interchange status on acquired Conrail territory only. Volumes are listed by cars offered to NS (Norfolk Southern) and All Other Railroads.

CSXT On Time Passenger Train Performance "Brunswick Line"

Between West Virginia/Washington, DC

Service	Measure	Monday 01/14/02	Tuesday 01/15/02	Wednesday 01/16/02	Thursday 01/17/02	Friday 01/18/02	Weekly Totals
AMTK	Trains	2	2	2	2	2	10
	% On Time	100%	50%	100%	100%	100%	90%
MARC	Trains	20	20	20	20	20	100
	% On Time	95%	95%	95%	100%	100%	97%

AMTK measured according to contract with CSXT.

Surface Transportation Board

Performance Measures

CSXT Train Crew Delay

Terminal	Causes of Delay Trains / Hours	Saturday 01/12/02	Sunday 01/13/02	Monday 01/14/02	Tuesday 01/15/02	Wednesday 01/16/02	Thursday 01/17/02	Friday 01/18/02	Weekly Total
Baltimore	Train Crew Starts	18	13	15	14	14	17	12	103
	Crews Delayed +2 Hours	4	1	9	2	5	9	4	34
	% Delayed +2 Hours	22%	8%	60%	14%	36%	53%	33%	33%
Buffalo	Train Crew Starts	51	38	34	44	46	43	47	303
	Crews Delayed +2 Hours	2	4	4	2	6	7	3	28
	% Delayed +2 Hours	4%	11%	12%	5%	13%	13%	6%	9%
Chicago	Train Crew Starts	26	26	26	29	24	27	23	181
	Crews Delayed +2 Hours	4	4	8	6	6	4	4	36
	% Delayed +2 Hours	15%	15%	31%	21%	25%	15%	17%	20%
Cincinnati	Train Crew Starts	38	32	31	29	30	35	28	223
	Crews Delayed +2 Hours	1	2	3	2	2	1	3	14
	% Delayed +2 Hours	3%	6%	10%	7%	7%	3%	11%	6%
Cleveland	Train Crew Starts	25	23	21	19	22	22	19	151
	Crews Delayed +2 Hours	9	7	3	4	8	9	4	44
	% Delayed +2 Hours	36%	30%	14%	21%	36%	41%	21%	29%
Cumberland	Train Crew Starts	33	28	28	29	31	33	29	211
	Crews Delayed +2 Hours	1	7	1	2	1	0	3	15
	% Delayed +2 Hours	3%	25%	4%	7%	3%	0%	10%	7%
Detroit	Train Crew Starts	7	3	4	5	5	6	5	35
	Crews Delayed +2 Hours	2	0	2	2	2	2	2	12
	% Delayed +2 Hours	29%	0%	50%	40%	40%	33%	40%	34%
Philadelphia	Train Crew Starts	11	12	13	11	11	10	10	78
	Crews Delayed +2 Hours	1	0	3	1	0	0	1	6
	% Delayed +2 Hours	9%	0%	23%	9%	0%	0%	10%	8%
Selkirk	Train Crew Starts	46	43	32	42	43	48	51	305
	Crews Delayed +2 Hours	11	11	12	5	11	15	19	84
	% Delayed +2 Hours	24%	26%	38%	12%	26%	31%	37%	28%
Toledo	Train Crew Starts	33	30	29	28	26	29	28	203
	Crews Delayed +2 Hours	5	2	2	1	0	4	6	20
	% Delayed +2 Hours	15%	7%	7%	4%	0%	14%	21%	10%
Willard	Train Crew Starts	47	41	33	36	41	45	45	288
	Crews Delayed +2 Hours	6	5	6	9	6	4	14	50
	% Delayed +2 Hours	13%	12%	18%	25%	15%	9%	31%	17%
Daily number of train crew starts from selected yards or terminals and the number of those originating train crews that were delayed in those yards or terminals for two hours or more after going on-duty. The percentage of those delayed starts.									

Surface Transportation Board **Performance Measures**

CSXT Train Delay - Northern Region Lines

Measure	Cause of Delay Trains / Hours	Saturday 01/12/02	Sunday 01/13/02	Monday 01/14/02	Tuesday 01/15/02	Wednesday 01/16/02	Thursday 01/17/02	Friday 01/18/02	Weekly Total
Train Delay	Originating Train Starts	112	93	94	98	106	114	107	724
	Delayed Hours - Power	2	13	0	0	1	13	1	30
	Delayed Hours - Crews	16	3	20	0	0	1	6	46

Daily number of originating train starts on the Northern Region and the hours delayed due to lack of power and crew of those originating train crews.
The delayed train starts will be broken down between power and crew delayed hours.

Daily Crew Availability Percentage - Northern Region Lines

Measure	Crew Availability	Saturday 01/12/02	Sunday 01/13/02	Monday 01/14/02	Tuesday 01/15/02	Wednesday 01/16/02	Thursday 01/17/02	Friday 01/18/02	Daily Average
Crew Availability	84%	83%	83%	83%	83%	83%	83%	83%	83%

Daily percentage of CSXT road train crews that are available for work on the Northern Region Lines.

Daily Number of Train Crew Starts and Recrews Required

Measure	Crew/Recrews	Saturday 01/12/02	Sunday 01/13/02	Monday 01/14/02	Tuesday 01/15/02	Wednesday 01/16/02	Thursday 01/17/02	Friday 01/18/02	Weekly Total
Crews/Recrews	Train Crew Starts	291	216	227	245	257	264	253	1753
	Recrews	13	4	5	1	4	4	6	37
	% Recrewed	4%	2%	2%	0%	2%	2%	2%	2%

Daily number of CSXT road train crew starts, the number of recrews and percentage of recrews for the Northern Region Lines.

Surface Transportation Board

Performance Measures

CSXT Locomotive Fleet Condition

Measure	Saturday 01/12/02	Sunday 01/13/02	Monday 01/14/02	Tuesday 01/15/02	Wednesday 01/16/02	Thursday 01/17/02	Friday 01/18/02	Daily Average
Locomotives								
Gross Fleet Size	3863	3830	3835	3849	3841	3829	3847	3842
Avg. Number Available	3405	3426	3406	3411	3416	3377	3389	3404
OOS Ratio	5.5	5.2	5.0	5.3	5.0	5.2	5.4	5.2

The measure for Gross Fleet will consist of CSX owned, leased, and foreign locomotives on-line. The Average Number Available will be the number of net fleet available to move traffic. The Out-of-Service Ratio (OOS) is the ratio of CSXT owned locomotives not available.

Shared Asset Areas Train Delay

Measure	Saturday 01/12/02	Sunday 01/13/02	Monday 01/14/02	Tuesday 01/15/02	Wednesday 01/16/02	Thursday 01/17/02	Friday 01/18/02	Daily Average
Shared Area								
Train Delay								
Philadelphia/South Jersey	0	1	0	0	2	4	2	1
North Jersey	0	1	0	2	1	2	4	1
Detroit	0	1	0	0	0	0	0	0

Daily number of outbound trains ready for departure that are held for line haul carriers in each of the shared asset areas for more than one hour after notification. The measure will be a composite of CSX and NS trains.



Norfolk Southern Corporation
Law Department
Three Commercial Place
Norfolk, Virginia 23510-9241

George A. Aspatore
General Solicitor

Writer's Direct Dial Number

(757) 629-2657

(757) 533-4872

E-mail gaaspato@nscorp.com

January 23, 2002

Mr. Melvin F. Clemens, Jr.
Director, Office of Compliance and Enforcement
Surface Transportation Board
1925 K Street, NW
Washington, D.C. 20423-0001

Dear Mr. Clemens:

Pursuant to Decision No. 89 issued in STB Finance Docket No. 33388, for the week ending January 18, 2002, enclosed are schedules reporting Train Origination Performance, Yard Performance, and Trains Held in the Shared Assets Areas. Also enclosed is a schedule showing a daily snapshot of NS Cars Offered in Interchange but not Accepted, and our Locomotive Fleet Statistics. This schedule also includes NS Northern Region Train Starts and Delays that are not limited to a snapshot period.

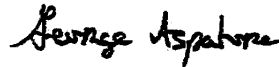
Another schedule incorporated into this transmittal shows NS Crew Starts and Delays, NS Northern Region Daily Crew Availability Percentage, and NS Northern Region Crew Starts and Recrews. Also included is the bi-weekly Buffalo update.

Additionally, this transmittal includes confidential reports containing performance statistics for NS's Chicago Gateway Interchange Operations, Corridor Train Performance and Yard Performance. In an effort to provide you with more detailed information regarding delays, I have included two schedules supporting NS's Chicago Gateway and Corridor Train Performance reports, which identify the number and total time for delays due to crew, power, or other issues. I also have supplied the Public Reporting Measures that we provide to the Conrail Transaction Council and the AAR.

Mr. Melvin F. Clemens, Jr.
January 23, 2002
Page 2

As always, I am including a letter written by Tony L. Ingram, Vice President Transportation – Operations, which discusses delays in our rail operations. If you have any questions or need additional information, please call me.

Sincerely,



George A. Aspatore
General Solicitor

Enclosures



**NORFOLK
SOUTHERN**

Norfolk Southern Corporation
Three Commercial Place
Norfolk, Virginia 23510-2191

Tony L. Ingram
Vice President
Transportation Operations
Telephone: 757 629-2606
FAX: 757 629-2344

January 23, 2002

Mr. Melvin F. Clemens, Jr.
Director, Office of Compliance and Enforcement
Surface Transportation Board
1925 K Street, NW
Washington, D.C. 20423-0001

Dear Mr. Clemens:

Norfolk Southern's performance metrics remain within normal operating range. The number of cars on line increased, the average train speed decreased, and the average terminal dwell increased. On the monitored corridors and Chicago gateway operations, 33 trains were held for terminal delays, 7 trains were held for crews, and 26 trains were held for power.

With respect to our customer service hotline in Buffalo, NS did not receive any calls over the two-week period.

In the Shared Assets Areas, daily average on-hand car volume increased at North Yard, Oak Island and Pavonia. All volume counts were within expected operating norms. Overall average terminal dwell time increased. Reported road train delays for crews and power decreased from the prior week. Four trains were delayed 3 hours for lack of crews and 2 trains were delayed 9 hours for power. Fourteen originating trains were delayed a total of 39 hours due to late arrivals from CSXT and/or NS. Together, these delays accounted for 28% of the delay hours reported in the SAAs.

Sincerely,

A handwritten signature in black ink, appearing to read 'Tony L. Ingram', followed by a horizontal line.



For the week ending 1/18/02

Shared Asset Area - Yard Performance

Yard	date	Fluid Capacity	On hand - Empty	On hand - Loaded	On hand - Total	Cars handled	Average dwell
North Yard MI	#####	850	288	122	410	104	24.1
	#####	850	294	216	510	261	32.0
	#####	850	244	192	436	224	28.8
	#####	850	213	213	426	242	34.5
	#####	850	134	209	343	255	32.0
North Yard MI Average		850	235	190	425	217	31.1
Oak Island NJ	#####	1200	427	394	821	382	32.4
	#####	1200	352	322	674	406	36.9
	#####	1200	440	365	805	559	27.0
	#####	1200	465	290	755	419	27.7
	#####	1200	467	318	785	424	24.9
Oak Island NJ Average		1200	430	338	768	438	29.5
Pavonia NJ	#####	900	213	201	414	225	46.2
	#####	900	294	268	562	361	28.8
	#####	900	379	313	692	574	23.0
	#####	900	416	266	682	407	26.2
	#####	900	422	251	673	448	28.1
Pavonia Average		900	345	258	603	403	28.4



For the week ending 1/18/02

Shared Asset Train Origination Performance

location	date	Trains	On time	0-2 hours late	2-4 hours late	4-6 hours late	6+ hours late
Detroit Total	14-Jan	5	60%	40%	0%	0%	0%
	15-Jan	8	88%	13%	0%	0%	0%
	16-Jan	7	86%	14%	0%	0%	0%
	17-Jan	7	100%	0%	0%	0%	0%
	18-Jan	8	88%	13%	0%	0%	0%
Detroit Total		35	86%	14%	0%	0%	0%
North Jersey Total	14-Jan	3	100%	0%	0%	0%	0%
	15-Jan	8	63%	38%	0%	0%	0%
	16-Jan	7	29%	57%	14%	0%	0%
	17-Jan	8	38%	25%	13%	13%	13%
	18-Jan	7	57%	0%	29%	14%	0%
North Jersey Total		33	52%	27%	12%	6%	3%
South Jersey Total	14-Jan	1	100%	0%	0%	0%	0%
	15-Jan	4	75%	25%	0%	0%	0%
	16-Jan	3	33%	67%	0%	0%	0%
	17-Jan	3	33%	67%	0%	0%	0%
	18-Jan	3	67%	33%	0%	0%	0%
South Jersey Total		14	57%	43%	0%	0%	0%
Grand Total		82	67%	24%	5%	2%	1%



For the week ending 1/18/02

Shared Asset Area Trains Held

area	Sat 12-Jan	Sun 13-Jan	Mon 14-Jan	Tue 15-Jan	Wed 16-Jan	Thu 17-Jan	Fri 18-Jan	Grand Total
North Jersey	0	1	0	2	1	2	4	10
South Jersey	0	1	0	0	2	4	2	9
Detroit	0	1	0	0	0	0	0	1

Daily number of outbound trains ready for departure that are held for line haul carriers in each of the shared asset areas for more than one hour after notification.



NS Cars Offered in Interchange but not Accepted

offered	Monday	Tuesday	Wednesday	Thursday	Friday	Total
CSX	0	0	0	0	0	0
other	0	0	0	10	0	10
Total	0	0	0	10	0	10

Snapshot taken between 2:00 and 3:00 each day
NS acquired territory only

NS Northern Region Train Starts and Delays

	Saturday 12-Jan	Sunday 13-Jan	Monday 14-Jan	Tuesday 15-Jan	Wednesday 16-Jan	Thursday 17-Jan	Friday 18-Jan	Grand Total
# of Train Starts	157	146	155	167	170	165	156	1116
Delay Cause								
Crew Delays (hrs)	2.9	9.2	1.0	5.3	2.9	4.6	6.5	32.4
Power Delays (hrs)	6.0	15.3	4.8	19.6	7.8	27.0	1.5	81.9

The delay numbers are expressed in hours

Locomotive Fleet Statistics

	Saturday 12-Jan	Sunday 13-Jan	Monday 14-Jan	Tuesday 15-Jan	Wednesday 16-Jan	Thursday 17-Jan	Friday 18-Jan	average
Fleet Size	3101	3105	3111	3115	3074	3126	3128	3109
available	2929	2938	2938	2936	2887	2926	2943	2928
out of service %	5.5%	5.4%	5.6%	5.7%	6.1%	6.4%	5.9%	5.8%

Snapshot taken at midnight
Fleet size is all locomotives on line. Includes owned, leased and foreign.



NS Crew Starts and Delays

		Saturday 12-Jan	Sunday 13-Jan	Monday 14-Jan	Tuesday 15-Jan	Wednesday 16-Jan	Thursday 17-Jan	Friday 18-Jan	total
Allentown	crew starts	13	17	15	18	18	17	17	115
	crews delayed	4	5	4	4	3	3	6	29
Bellevue	crew starts	35	36	35	41	41	40	43	271
	crews delayed	7	8	10	9	8	7	15	64
Buffalo	crew starts	24	24	23	23	27	23	25	169
	crews delayed	5	6	2	3	3	4	7	30
Chicago	crew starts	36	36	34	36	31	35	34	242
	crews delayed	17	12	12	13	15	19	16	104
Cincinnati	crew starts	37	31	28	30	34	28	31	219
	crews delayed	6	4	9	4	7	3	5	38
Cleveland	crew starts	8	9	6	8	10	10	11	62
	crews delayed	4	2	2	5	3	0	6	22
Conway	crew starts	56	46	39	49	51	50	53	344
	crews delayed	11	16	11	8	12	9	13	80
Detroit	crew starts	15	12	14	16	17	17	16	107
	crews delayed	3	3	2	4	4	3	3	22
Elkhart	crew starts	45	33	39	39	35	36	36	263
	crews delayed	19	12	21	17	15	12	21	117
Harrisburg	crew starts	56	50	39	52	57	54	54	362
	crews delayed	11	9	7	10	12	10	17	76
Toledo	crew starts	55	54	48	49	62	53	61	382
	crews delayed	8	7	9	9	10	8	17	68

Notes: Data source is T&E employees' "End of Trip" reporting
 A summary of all "E-O-T's" where departure time is reported as two or more hours after time crew ordered.
 Includes all trains for location, whether originating or run-through.
 A delayed crew is one delayed two hours or more after coming on duty

NS Northern Region Daily Crew Availability Percentage

	Saturday 12-Jan	Sunday 13-Jan	Monday 14-Jan	Tuesday 15-Jan	Wednesday 16-Jan	Thursday 17-Jan	Friday 18-Jan	average
availability%	76%	76%	77%	78%	78%	77%	77%	77%

Notes: A "snapshot" of percent of Train and Engineman available at approximately 5:00 AM

NS Northern Region Crew Starts and Recrews

	Saturday 12-Jan	Sunday 13-Jan	Monday 14-Jan	Tuesday 15-Jan	Wednesday 16-Jan	Thursday 17-Jan	Friday 18-Jan	total
crew starts	358	305	276	309	336	318	328	2230
recrews	2	7	4	5	6	7	7	38

Notes: A summary of trains ordered by field transportation using relief crew (recrew) train symbol
 Does not include recrews/trains pulled into terminals by yard crews or road crews called and used in regular service